



City of Portland, Oregon
Bureau of Development Services
Land Use Services
FROM CONCEPT TO CONSTRUCTION

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FINAL FINDINGS AND DECISION BY THE DESIGN COMMISSION RENDERED ON August 1, 2019

**CASE FILE NUMBER: LU 19-119554 DZM AD
EA 18-108160 PC**

Lincoln High School

BUREAU OF DEVELOPMENT SERVICES STAFF: Staci Monroe 503-823-0624 / staci.monroe@portlandoregon.gov

The Design Commission has **approved** a proposal in your neighborhood. This document is only a summary of the decision. The reasons for the decision, including the written response to the approval criteria and to public comments received on this application, are included in the version located on the BDS website <http://www.portlandonline.com/bds/index.cfm?c=46429>. Click on the District Coalition then scroll to the relevant Neighborhood, and case number. If you disagree with the decision, you can appeal. Information on how to do so is included at the end of this decision.

GENERAL INFORMATION

Applicant: Kate Feiertag | Bora Architects
720 SW Washington Suite 800 | Portland, OR 97205
feiertag@bora.co | 503-226-1575

Property Owner: Portland Public Schools
c/o Erik Gerding, Project Manager
PO Box 3107 | Portland, OR 97208
egerding@pps.net | 503-916-3902

Site Address: 1600 SW Salmon Street

Legal Description: TL 100 10.96 ACRES, SECTION 04 1S 1E
Tax Account No.: R991040010
State ID No.: 1S1E04AB 00100
Quarter Section: 3028, 3128
Neighborhood: Goose Hollow, contact planning@goosehollow.org.
Business District: Goose Hollow Business Association, contact Angela Crawford at 503-223-6376., Stadium Business District, contact Tina Wyszynski at Tina.wyszynski@gmail.com

District Coalition: Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.

Plan District: Central City - Goose Hollow
Other Designations: Existing School is a Rank II resource on the Historic Resource Inventory

Zoning: CXd – Central Commercial zone with a Design overlay
Case Type: DZM AD – Design Review with Modifications and an Adjustment

Procedure: Type III, with a public hearing before the Design Commission. The decision of the Design Commission can be appealed to City Council.

Proposal:

The applicant seeks Design Review approval for the Lincoln High School (LHS) replacement project in the Goose Hollow subdistrict of the Central City Plan District. The project consists of replacing the existing school building with a new 6-story, 102' tall building providing 281,000 GSF of educational and support space at the western end of the site along SW 18th. The athletic field and track will also be replaced and located on the eastern portion of the site with a smaller practice field along the southern edge. The existing portable buildings will be relocated along SW 14th and repurposed as a teen/parent center. Parking and loading will be along the south and accessed off SW 17th, 16th and 14th. Aligning with SW 17th will be a large plaza space and north-south pedestrian and bike path. Other site elements include a series of internal walkways, small structures for athletic operations and bike parking, landscaping and gates and fences. Building materials include cement panel (UHPC-Ultra High Performance Concrete), fiberglass and aluminum storefront windows, curtain wall windows, perforated ribbed metal panel for mechanical enclosures, and glass canopies.

The following Modifications are also requested (PZC 33.825.040):

1. *Transit Street Main Entrance* – To not provide a building entry every 200' along SW 18th that is unlocked during regular business hours and within 25' of a Transit Street (PZC 33.130.242)
2. *Required Building Line* – For the building to not extend to the street lot lines along SW Salmon and 14th for 75% of these frontages (PZC 33.510.215).
3. *Ecoroof* – To reduce the ecoroof area requirement from 60% to 28% (PZC 33.510.243).
4. *Parking Landscape* – To not provide the perimeter landscaping along a portion of the southern edge of the surface parking lot and reduce the amount of required interior parking lot landscaping (PZC 33.266.130.G).

The following Adjustment is also requested (PZC 33.805.040):

1. *Bike Parking* – To reduce the number of required long-term bike parking spaces (from 280 to 172) and the width of the spaces (from 2' to 18") (PZC 33.266.210).

A Type 3 Design Review is required for new development in the Goose Hollow Sub District that have a value of more than \$3,266,000 per Sections 33.420.041.A and 33.825.025.A.1 (Table 825-1).

Approval Criteria:

In order to be approved, this proposal must comply with the approval criteria of Title 33, Portland Zoning Code. The applicable approval criteria are:

- Central City Fundamental Design Guidelines
- Goose Hollow Design Guidelines
- Statewide Planning Goals
- Section 33.825.040 - Modifications
- Section 33.805.040 - Adjustments

ANALYSIS

Site and Vicinity: The site is located within the area bounded by SW 18th Avenue on the west, SW 14th Ave (and the I- 405 Freeway) to the east, and SW Salmon Street to the north. Several commercial properties and the terminus of both SW 16th and SW 17th Avenues make up the abutting property line to the south. The existing development

consists of the school building at the eastern end of the site, which is listed on Portland's Historic Resource Inventory, and sports field and track on the western portion of the site. Two modular classrooms approved in 2016 occur between the school building and SW 14th. A large City designated Heritage Tree (*Juglans nigra*: Black Walnut) is located at the NE corner of the site.

Regarding area amenities, the site is within a typical 5-minute walk (a quarter of a mile distance) from a number of retail, commercial and open space resources. To the northwest is Providence Park (formerly PGE Park then Jeld-Wen Park) home of the current MLS champion Portland Timbers. Further north is West Burnside Street where there are a number of local and national retail and commercial outlets. To the southwest is Goose Hollow, also home to a number of established local restaurants and retailers. To the west it becomes much more residential in particular as one crosses into the King's Hill Historic District whose boundary is a block to the west of the site. To the east the density and height of buildings increases as one heads further into the city center.

Regarding transportation amenities adjacent to the site; the site is well served with transportation options. SW Salmon Street is designated in the Transportation Service Plan (TSP) as a Transit Access Street, SW 18th Avenue is designated as a Regional Transitway. MAX service is provided to the site on SW 18th Ave. Bus service is provided to the site by the #15, #51 and #63 on SW 18th Ave. and by the #51 and #63 on SW Salmon St. SW 18th Ave. and SW Salmon St. are both designated as City Bikeways. The site is also within the Goose Hollow pedestrian district.

Zoning: The Central Commercial (CX) zone is intended to provide for commercial development within Portland's most urban and intense areas. A broad range of uses is allowed to reflect Portland's role as a commercial, cultural and governmental center. Development is intended to be very intense with high building coverage, large buildings, and buildings placed close together. Development is intended to be pedestrian-oriented with a strong emphasis on a safe and attractive streetscape.

The "d" overlay promotes the conservation and enhancement of areas of the City with special historic, architectural or cultural value. New development and exterior modifications to existing development are subject to design review. This is achieved through the creation of design districts and applying the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by requiring design review. In addition, design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.

The Central City Plan District implements the Central City 2035 Plan. The regulations address the unique role the Central City plays as the region's premier center for jobs, health and human services, tourism, entertainment and urban living. The regulations encourage a high-density urban area with a broad mix of commercial, residential, industrial and institutional uses, and foster transit-supportive development, pedestrian and bicycle-friendly streets, a vibrant public realm and a healthy urban river. The site is within the Goose Hollow Subdistrict of this plan district.

Land Use History: City records indicate that prior land use reviews include:

- LUR 98-015453 DZ (reference file # 98-00147): Design review approval to install new exterior shear walls along the east facade of LHS as part of a structural seismic upgrade and a new external elevator tower.
- LUR 00-006785 CU DZ (reference file # 00-00230): Design review and conditional use approval of a proposal to construct a new seismic steel shear wall, including

some new floor area, along the existing east wall between two existing wings of the school.

- LUR 01-007799 CU DZ (reference file # 01-00401): Withdraw design review and conditional use application to maintain two modular classroom additions.
- LU 06-123898 DZM: Design review approval for a new bathroom/concession facility building with Modifications to allow the structure to be constructed 425' from the Transit Street (Salmon) and 6.3' to 7.5' from the south property line.
- LU 07-105731 DZ CU: Withdrawn design review and conditional use review to keep two modular classroom buildings on the campus of LHS.
- LU 07-182752 DZ: Design review approval for a new structure to house two batting cages.
- LU 16-130866 DZM – Design Review approval for two replacement modular classrooms.

Agency Review: A “Notice of proposal in Your Neighborhood” was mailed **July 17, 2019**. The following Bureaus have responded with no issue or concerns:

- Bureau of Environmental Services – See Exhibit E.1
- Bureau of Transportation Engineering and Development Review - See Exhibit E.2
- Bureau of Parks, Urban Forestry Division - See Exhibit E.3 & E.6
- Site Development Review Section of BDS - See Exhibit E.4
- Plan Review Section of BDS - See Exhibit E.5

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on **July 17, 2019**. No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

At the 8/1/19 hearing, Jerry Powell of the Goose Hollow Foothills League testified in general support of the project while stating concerns with overall connections through the site and with the request from the applicant for the Commission to consider removing the perforated mechanical screen from the top of the tower. The applicant responded with the site challenges and program needs associated with the project that limited the ability to provide several north-south connections along 17th, 16th and 15th and withdrew the request to remove the mechanical screen.

Jason Trombley of Lincoln High School also testified at the 8/1/19 hearing in support of the project.

Land Use Procedural History:

The Design Review application:

- Received on 2/2/19.
- Deemed incomplete on 3/5/19.
- Deemed complete 6/10/19.
- First land use hearing with Design Commission on 8/1/19.

ZONING CODE APPROVAL CRITERIA

(1) DESIGN REVIEW - CHAPTER 33.825

Section 33.825.010 Purpose of Design Review

Design review ensures that development conserves and enhances the recognized special design values of a site or area. Design review is used to ensure the conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district or area. Design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area. Design

review is also used in certain cases to review public and private projects to ensure that they are of a high design quality.

Section 33.825.055 Design Review Approval Criteria

A design review application will be approved if the review body finds the applicant to have shown that the proposal complies with the design district guidelines.

Findings: The site is designated with design overlay zoning (d), therefore the proposal requires Design Review approval. Because of the site's location, the applicable design guidelines are the Central City Fundamental and Goose Hollow Special Design Guidelines.

Goose Hollow District Design Guidelines and Central City Fundamental Design Guidelines

The Goose Hollow District is envisioned to be a predominantly urban residential, transit-oriented community located on the western edge of the Central City between Washington Park and Downtown Portland. When riding light rail through the West Hills tunnel to the Central City, it is the first neighborhood experienced before entering downtown Portland. The Urban Design Vision celebrates the sense of arrival from the west at Jefferson Street Station and Collins Circle, and from the north at the Civic Stadium Station and Fire Fighter's Park. This is done by integrating the history of the community with its special natural and formal (man-made) characteristics.

The Central City Fundamental Design Guidelines focus on four general categories. (A) Portland Personality, addresses design issues and elements that reinforce and enhance Portland's character. (B) Pedestrian Emphasis, addresses design issues and elements that contribute to a successful pedestrian environment. (C) Project Design, addresses specific building characteristics and their relationships to the public environment. (D) Special Areas, provides design guidelines for the four special areas of the Central City.

Goose Hollow District Design Goals

The Goose Hollow District Design Goals are specific to the Goose Hollow District. These urban design goals and objectives are to:

- Enhance mixed-use, transit-oriented development around the light rail stations to make it a pedestrian-friendly station community.
- Provide open spaces to accommodate active public life.
- Strengthen connections to adjacent neighborhoods through light rail, bike and pedestrian access and assure a safe and pleasant bike/pedestrian environment.
- Preserve and enhance the community's history and architectural character.

Central City Plan Design Goals

This set of goals are those developed to guide development throughout the Central City. They apply within all of the Central City policy areas. The nine goals for design review within the Central City are as follows:

1. Encourage urban design excellence in the Central City;
2. Integrate urban design and preservation of our heritage into the development process;
3. Enhance the character of the Central City's districts;
4. Promote the development of diversity and areas of special character within the Central City;
5. Establish an urban design relationship between the Central City's districts and the Central City as a whole;
6. Provide for a pleasant, rich and diverse pedestrian experience for pedestrians;
7. Provide for the humanization of the Central City through promotion of the arts;

8. Assist in creating a 24-hour Central City which is safe, humane and prosperous;
9. Ensure that new development is at a human scale and that it relates to the scale and desired character of its setting and the Central City as a whole.

Staff has considered all guidelines and has addressed only those guidelines considered applicable to this project.

A2. Emphasize Portland Themes. When provided, integrate Portland-related themes with the development's overall design concept.

A2-1. Recognize the Historic Tanner Creek Theme. Recognize the course of the historic Tanner Creek and emphasize the District's connection with the Creek on site developments of 20,000 square feet or more, including and immediately adjacent to the historic course of the Creek. This guideline may be accomplished by any or all of the following:

- a. Exposing the Creek using water features and fountains; or
- b. Incorporating interpretive trails, artwork, murals or sculptures that describe and symbolize the relation between the district and the history of Tanner Creek.

Findings for A2 and A2-1: The proposal will meet these guidelines in the following ways:

- Tanner Creek is far too deep to expose. However, the project will recognize the history of Tanner Creek with the use of a paving pattern along the 17th public accessway that recalls the irregular planting bed configurations of the Chinese vegetable gardens that were located along Tanner Creek as it passed through the site. A stainless-steel trench drain that transitions to a stainless-steel band will traverse the paving alluding to the creek. A series of stainless steel plates set along the trench drain will contain interpretative text depicting specifics about the Chinese gardens.
- LHS has an existing Thomas Hardy sculpture of Herons (official bird of the City of Portland) which will be relocated along the SW 17th public accessway. This location will move a currently somewhat hidden element into an area of public circulation.
- The large tree canopy of the West Hills is a defining characteristic of Portland. This large canopy will continue onto the site with a row of conifers along SW Salmon Street, bringing this canopy into the Central City. The proposal incorporates numerous large trees along SW 14th including a City designated heritage tree.
- Historic Benson Bubblers appear throughout the city. LHS currently has one on site in front of the concessions building. This Benson Bubbler will be preserved in its current location along with the concessions building.
- LHS is the oldest High School in Portland and as such it has a long history of Rosarians attending the school. These Rosarians are commemorated with plaques which will be relocated and reused along 14th Avenue. Additionally, an existing rose garden will be retained and enhanced.

These guidelines have been met.

A3. Respect the Portland Block Structures. Maintain and extend the traditional 200-foot block pattern to preserve the Central City's ratio of open space to built space. Where superblocks exist, locate public and/or private rights-of-way in a manner that reflects the 200-foot block pattern, and include landscaping and seating to enhance the pedestrian environment.

A7. Establish and Maintain a Sense of Urban Enclosure. Define public rights-of-way by creating and maintaining a sense of urban enclosure.

Findings for A3 and A7: The proposal will meet these guidelines in the following ways:

- The building located at the northwest corner holds this edge of the large site and aligns with the western edge of SW 17th. The athletic field and landscaping and seating help define the edges along Salmon and 14th.
- The project establishes a north-south public pedestrian and bicycle path through the site within the original SW 17th right-of-way. Landscaping and multiple seating opportunities line the path.
- The termination of SW Main occurs mid-block on SW 18th. The block structure is marked by a mural, in collaboration with the Regional Arts and Culture Council (RACC), even though Main Street never extended through the site.

These guidelines have been met.

A4. Use Unifying Elements. Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas.

A5. Enhance, Embellish, and Identify Areas. Enhance an area by reflecting the local character within the right-of-way. Embellish an area by integrating elements in new development that build on the area's character. Identify an area's special features or qualities by integrating them into new development.

A5-1. Strengthen the Identity of the Civic Stadium Station Area. This guideline may be accomplished by any or all of the following:

- a. Integrating the Civic Stadium and Multnomah Athletic Club into the station area. This can be done by making their ground level street walls more pedestrian-friendly.
- b. Incorporating the history of the Stadium and Tanner Creek in the form of art work, murals, and other design features;
- c. Strengthening the neighborhood focal point located within the station area. Street trees, awnings, lighting and other amenities can emphasize pedestrian connections to the focal point (the Park, Plaza/Station). Buildings can orient their openings and entries towards the focal point to create a sense of enclosure and enhance the sense of entry into the District; or
- d. Using architectural vocabulary and materials that maintain continuity with the existing developments and add to the character of the station area.

A5-2. Strengthen the Identity of the Jefferson Street Station Area. This guideline may be accomplished by any or all of the following:

- a. Integrating Lincoln High School and the First United Methodist Church into the Jefferson Street Station area by providing pedestrian-friendly treatment along the surrounding streets. Streets lacking the pedestrian-friendly treatment of the light rail alignment can use elements such as street trees, landscaping, street furniture, art work, awnings, seating, special lighting and textured paving to improve the pedestrian environment;
- b. Recognizing the historic "Goose" theme and incorporating it in projects within the station area, where appropriate, in the form of art work, symbols or other design features;
- c. Strengthening the neighborhood focal point located in the station area. Arcades, awnings and/or balconies can provide pedestrian scale along all developments facing the Circle and can enhance pedestrian access to the Circle. To emphasize the Circle's importance as a focal point adjacent development can orient their

entrances and ground level windows towards the Circle and garage entries can be avoided on the streets fronting it where feasible;

- d. Orienting buildings around the public plaza to create an enclosed public place and providing seating and other amenities to ensure safety and convenient pedestrian access; or
- e. Using architectural vocabulary and materials that maintain continuity with existing developments and add to the character of the station area.

A5-5. Incorporate Water Features. Incorporate water features or water design themes that enhance the quality, character, and image of the Goose Hollow District.

C4. Complement the Context of Existing Buildings. Complement the context of existing buildings by using and adding to the local design vocabulary.

Findings for A4, A5, A5-1, A5-2, A5-5 and C4: The site is not located within the Civic Stadium Station area per the map on page 13 of the Goose Hollow District Design Guidelines. However, the project does have a stronger relationship to the Civic Stadium Station Area given its close proximity rather than the Jefferson Street Station Area, which it lies within but is several blocks away from and around a corner. That said, the project strengthens the identity of both stations and meets these guidelines in the following ways:

- The project will maintain the consistent streetscape (paving, street trees, furnishings, etc.) that has been established for this portion of the Central City. The street trees along the eastern portion of Salmon and the northern portion of 14th will be a bit more sporadic given conflicts with the bus drop-off/pick-up and the heritage tree at the NE corner. However, a consistent row of trees is located at the back of the sidewalk along Salmon to ensure consistent canopy along the streetscape.
- A detailed tree protection plan and specifications have been provided to ensure the established and well-known heritage tree at the NE corner of the site is preserved. Urban Forestry has reviewed these details and finds them acceptable. See Exhibits C.54 and C126.
- The SW 17th pedestrian and bike path and plaza will be a shared public space that will support north-south connections to both the transit stations and include elements that strengthens the identity of the Civic Station area. The paving pattern and trench drain details harkens back to the Chinese garden plots that once occupied the site along Tanner Creek.
- Numerous existing features will be maintained and renewed including the Thomas Hardy “Heron” sculpture, bronze plaques from the existing Trimet art wall, Benson Bubbler, as well as various commemorative planting and paving elements.
- Canopies (an established downtown design feature) will protect pedestrians and provide human scale along portions of SW Salmon and SW 18th.
- The existing fabric of buildings includes primarily modern buildings such as the Zion Lutheran Church (Pietro Belluschi), the Multnomah Athletic Club (ZGF) and the addition to Timbers Stadium (Allied Works). Lincoln High School will use materials and colors that are common to this area (precast concrete, brick colored UHPC panels, large areas of glass). The design vocabulary will be primarily modern and will be expressed in simple/minimal detailing. Verticality and two different colors of UHPC panels provide for a modern character while recognizing the design character of some of Portland’s most beloved historic high school buildings.

These guidelines have been met.

A5-6. Incorporate Works of Art. Incorporate works of art or other special design features that increase the public enjoyment of the District.

A8. Contribute to a Vibrant Streetscape. Integrate building setbacks with adjacent sidewalks to increase the space for potential public use. Develop visual and physical connections into buildings' active interior spaces from adjacent sidewalks. Use architectural elements such as atriums, grand entries and large ground-level windows to reveal important interior spaces and activities.

B1-1. Provide Human Scale to Buildings along Walkways. Provide human scale and interest to buildings along sidewalks and walkways.

B1-2. Orient Building Entries to Facilitate Transit Connections. Orient primary building entries at pedestrian circulation points which conveniently and effectively connect pedestrians with transit services.

Findings for A5-6, A8, B1-1 and B1-2: The proposal will meet these guidelines in the following ways:

- Numerous active uses have been located along the sidewalk level of the building in order to create a vibrant streetscape. Major school elements that will be in active use at all times of the day and night will be visible from outside the building, such as the commons and the library. Although the 1st floor level drop below the sidewalk level on the southern half of SW 18th, choir and band rooms that are interesting to view from above have been located in these areas, with the ceiling elements (lighting, ducting and sound insulation for music) carefully considered so as not to block views. While these uses do not have individual entrances for security purposes, large and ample windows are provided to allow for views into very active learning spaces.
- The project provides human scale and interest through the use of articulation in the façade, as well as the texture of the façade panels themselves. The articulation occurs with the sawtooth windows flanking the Main Street mural. There is also articulation of the façade at the ground floor at the corner of SW 18th and Salmon, which includes canopies, as well as at the commons Plaza. Further up the façade the articulation of the stairs extends to the top of the building. The recessed areas at the entry and commons plaza brings the scale of the building down and provides a welcoming gesture to the pedestrian. The UHPC panels have a ribbed texture to them that further breaks down the scale of the façade elements.
- The main entry to the building is oriented to SW Salmon Street at SW 17th, allowing access to the MAX line at SW King and Bus stops on SW Salmon.
- There are several areas where the building and site will incorporate works of art. The most significant new contribution will be a mural (in conjunction with RACC) that will be integrated into building wall at SW Main termination. Various works of art from the existing high school site will be relocated and reused, including portions of the existing Trimet art wall (primarily the bronze plaques created by former students). These plaques will be deconstructed and relocated to another location on site. PPS will also maintain and relocate the existing Thomas Hardy "Heron Sculpture" to a more prominent place on the site in the SW 17th pedestrian easement. LHS currently has a Bart Simpson caricature etched into the sidewalk by Matt Groening. This will also be preserved and relocated to the public sidewalk on SW Salmon

These guidelines have been met.

A9. Strengthen Gateways. Develop and/or strengthen gateway locations.

A9-1. Provide a Distinct Sense of Entry and Exit. When developing at gateway locations, provide a distinct sense of entry and exit that relates to the special qualities of an area.

C7. Design Corners that Build Active Intersections. Use design elements including, but not limited to, varying building heights, changes in façade plane, large windows, awnings, canopies, marquees, signs and pedestrian entrances to highlight building corners. Locate flexible sidewalk-level retail opportunities at building corners. Locate stairs, elevators, and other upper floor building access points toward the middle of the block.

Findings for A9, A9-1 and C7: The site is not a designated gateway, however, the intersection of SW Salmon & SW 18th mark an active and important district focal point as the West Hills meet the Central City. As discussed during the prior Design Advice Requests (DAR) the building design for this corner is therefore critical in both activating and establishing a gateway feature at this intersection.

Two significant architectural elements will activate the corner of SW 18th and Salmon: At the ground floor, the Media Center (Library) will provide activity and visual interest. The use of this space frequently extends into the evening, resulting in a sense of activity that will extend beyond the school day. On floors 2-6, a large stair tower is located on the corner. This stair will be actively used as one of the primary ways students and teachers will move up and down through the building multiple times per day. Both the stair and the Media Center are enclosed in glass that wraps around the corner of the building, creating the moment of the greatest transparency for the entire project. These two elements create a complementary response to the “Flatiron” corner of the Butler Block mixed-use project planned for the north side of SW 18th and Salmon. Together, the two buildings will define the threshold between the West Hills and the Central City.

Two architectural elements will activate the corner of SW 17th and Salmon; the main entry to the building has been located at this corner. The entry is defined by a large, transparent recessed porch, exterior steps and seating elements. The main entry corner is emphasized with a large, raised-letter sign.

These guidelines have been met.

B1. Reinforce and Enhance the Pedestrian System. Maintain a convenient access route for pedestrian travel where a public right-of-way exists or has existed. Develop and define the different zones of a sidewalk: building frontage zone, street furniture zone, movement zone, and the curb. Develop pedestrian access routes to supplement the public right-of-way system through superblocks or other large blocks.

B2. Protect the Pedestrian. Protect the pedestrian environment from vehicular movement. Develop integrated identification, sign, and sidewalk-oriented night-lighting systems that offer safety, interest, and diversity to the pedestrian. Incorporate building equipment, mechanical exhaust routing systems, and/or service areas in a manner that does not detract from the pedestrian environment.

B3. Bridge Pedestrian Obstacles. Bridge across barriers and obstacles to pedestrian movement by connecting the pedestrian system with innovative, well-marked crossings and consistent sidewalk designs.

B5. Make Plazas, Parks and Open Space Successful. Orient building elements such as main entries, lobbies, windows, and balconies to face public parks, plazas, and open spaces. Where provided, integrate water features and/or public art to enhance the

public open space. Develop locally oriented pocket parks that incorporate amenities for nearby patrons.

C6. Develop Transitions between Buildings and Public Spaces. Develop transitions between private development and public open space. Use site design features such as movement zones, landscape elements, gathering places, and seating opportunities to develop transition areas where private development directly abuts a dedicated public open space.

Findings for B1, B2, B3, B5 and C6: The proposal meets these guidelines in the following ways:

- The pedestrian system has been reinforced and enhanced around the building with canopies, lighting and recessed covered entries. Along the site's perimeter street trees and light in the furnishing zone, a wide sidewalk meeting the corridor standards and seating at the back of the sidewalk support the pedestrian experience. Through the site a series of pedestrian paths have been incorporated, with the largest being the north-south accessway that occurs with the vacated SW 17th. Other paths the run east-west and north-south on the opposite site of the field provide further connections through the large site. While not all the connections align with the original north-south vacated streets (16th and 15th specifically) due to the athletic field they still provide access through the site. The site will be fully secured with fences and gates. PPS has been working with City Staff (PBOT and BES) to ensure these pedestrian paths through the site are accessible to the public during non-school hours as depicted on Exhibit C.57. The necessary documents to ensure public access to the pedestrian routes, Public Access Easement and Memorandum of Understanding (MOU), are in their final stages. Two conditions of approval have been added that requires both of these documents to be finalized, executed and recorded prior to the Certificate of Occupancy of the building and site.
- At the south end of the north-south accessway is where the loading and service area occurs. With support from the Design Commission, the City worked with the applicant to come up with an urban response to the multimodal space. The maneuvering area for the loading and service vehicles has been defined using large rocks that distinguish the pedestrian area from service and loading vehicles. The continuous paving treatment helps to unify this space, while the seating rocks provide safety for pedestrians in a useful and playful manner.
- Mechanical elements have been thoughtfully screened, internalized, integrated or placed below-grade. Evergreen landscaping screens above grade mechanical elements near the parking area while perforated roof screens obscure the rooftop elements from street view. The service and loading area has been partially enclosed with a ground face CMU wall with trash and recycling set within a covered alcove.
- There are two significant transitions between the building and the public realm: The main entry incorporates a recessed porch, steps and seating elements that front onto an entry plaza that faces Salmon Street. Together, these elements serve as a transition from the public space to the front door of the building. The Student Commons on the east side of the building also incorporates a recessed dining porch that fronts onto an outdoor plaza. Furniture, lighting and seating walls will define the transition from the SW 17th accessway to the Student Commons and Athletic Fields. At the Main

Entry and the Commons, there will be large openings in the building wall to emphasize these as points of transition.

- A variety of outdoor plaza and landscape areas occur on the site. A hardscape plaza and pedestrian path align with the vacated SW 17th street. Numerous elements within this area support the pedestrian including, a variety of seating, lighting, art and landscape planters. However, SW 17th has a BES sewer within it. In order for these pedestrian elements to be located within BES's sewer easement, an encroachment agreement is required. Therefore, a condition of approval has been included that requires the applicant obtain BES approval of all features that encroach into City of Portland sewer easements, which may include entering into a formal Encroachment Agreement with the City, to the satisfaction of BES.
- The main plaza and lawn areas are facing south/west allowing these spaces to receive sunlight. The main entry to the school is adjacent to the open space of the plazas and athletic fields. There are many different programs throughout the site – from athletics to academic, to neighborhood leisure, etc. A large tree canopy lines the site at SW Salmon broken by an overlook onto the athletic fields. The heritage tree at the corner of SW Salmon and SW 14th provides a shady spot to watch a game as well. Gardens along SW 14th provide further entrance. The major site elements of the practice field, the track and field and the commons plaza will receive active use at all times of day throughout the year.

As conditioned for the Public Access Easement and MOU for the public north-south accessway and paths to be finalized, executed and recorded before the Certificate of Occupancy and to obtain BES approval of all features that encroach into City of Portland sewer easements in SW 17th and 16th, these guidelines are met.

B7. Integrate Barrier-Free Design. Integrate access systems for all people with the building's overall design concept.

Findings for B7: The building and overall site have been designed to be fully accessible for people of all abilities. The design takes advantage of the slope across the site to incorporate steps and ramps together in an inviting and thoughtful manner. *This guideline has been met.*

A1. Integrate the River. Orient architectural and landscape elements including, but not limited to lobbies, entries, balconies, terraces, and outdoor areas to the Willamette River and Greenway. Develop access ways for pedestrians that provide connections to the Willamette River and Greenway.

C1. Enhance View Opportunities. Orient windows, entrances, balconies and other building elements to surrounding points of interest and activity. Size and place new buildings to protect existing views and view corridors. Develop building façades that create visual connections to adjacent public spaces.

Findings for A1 and C1: The proposal meets these guidelines in the following ways:

- The site is over $\frac{3}{4}$ of a mile from the Willamette River and Greenway to the east. The proposal includes improving the abutting pedestrian connections and adding some through the site to enhance access these important natural features.
- The building is designed to take advantage of views to significant features: The east side of the building has a significant amount of glass on its upper levels

to take advantage of views over the athletic fields toward the Central City, Willamette River and Mt. Hood beyond. The stair tower located on SW 18th and Salmon has a significant amount of glass to take advantage of views to the West Hills and Timbers Stadium.

- There will be numerous views into educational and community spaces from the sidewalk level. Along SW 18th these spaces include the Library, Construction CTE Shop, Product Design Lab, Maker Space, Band Room, Choir Room, a Mural (in collaboration with RACC) and two different actively used stairways. Along SW Salmon, these spaces include the Library, Collaboration Lab, Main Administration waiting and reception and entry lobby. Along the pedestrian accessway in SW 17th, these spaces include the Student Commons, an actively used stairway and a community meeting room.
- The building is also oriented such that large open spaces inside the building are visible and accessible from the outdoor open space. The covered main entry has a significant amount of glass to create a visual connection with the entry plaza. The Student Commons also has a significant amount of glass and a covered outdoor dining porch that creates a strong visual connection to the Plaza, Pedestrian Easement and Athletic Fields.

These guidelines have been met.

C1-1. Integrate Parking. Design surface parking and parking garage exteriors to visually integrate with their surroundings. This guideline may be accomplished by any or all of the following:

- a. Designing street facing parking garages to not express the sloping floors of the interior parking;
- b. Designing the sidewalk level of parking structures to accommodate active uses, display windows, public art or other features which enhance the structure's relationship to pedestrians; or
- c. Accommodating vending booths along sidewalks adjacent to parking facilities when active ground level uses are not possible.

C3-1. Locate Buildings to Provide for Future Infill on Surface Parking Areas.

Locate and shape buildings to provide for future infill development on surface parking areas.

Findings for C1-1 and C3-1: The surface parking lot has been situated in the southeast portion of the site limiting its visibility from the public streets. The parking lot is setback over 200' from SW 14th and behind the portable buildings of the teen/parent center with only a narrow one-way driveway accessing SW 14th. There is also a significant grade change that occurs between SW 14th & the parking lot, resulting in the parking area approximately 14' below the sidewalk level on SW 14th. Furthermore, a large portion of the parking lot is tucked underneath the grandstand. Landscaping within and particularly along the south edge, where large trees dominate the planters, soften the vehicle area, particularly from the property to the south.

Should the on-site parking not be needed in the future its proposed location does not preclude a future building or other non-vehicle development in its place.

These guidelines have been met.

B6. Develop Weather Protection. Develop integrated weather protection systems at the sidewalk-level of buildings to mitigate the effects of rain, wind, glare, shadow, reflection, and sunlight on the pedestrian environment.

B6-1. Provide Outdoor Lighting at Human Scale. Provide outdoor lighting at a human scale to encourage evening pedestrian activity.

C1-2. Integrate Signs and Awnings. Integrate signs and awnings to be complementary and respectful of a building's architecture. This guideline may be accomplished by any or all of the following:

- a. Placing signs and awnings to fit with and respect a building's architecture.
- b. Avoiding large, excessively illuminated or freestanding signs that contribute to visual clutter; or
- c. Integrating with a building's design an exterior sign program/system for flexible sidewalk level space that accommodates changing tenants.

C10. Integrate Encroachments. Size and place encroachments in the public right-of-way to visually and physically enhance the pedestrian environment. Locate permitted skybridges toward the middle of the block, and where they will be physically unobtrusive. Design skybridges to be visually level and transparent.

C12. Integrate Exterior Lighting. Integrate exterior lighting and its staging or structural components with the building's overall design concept. Use exterior lighting to highlight the building's architecture, being sensitive to its impacts on the skyline at night.

C13. Integrate Signs. Integrate signs and their associated structural components with the building's overall design concept. Size, place, design, and light signs to not dominate the skyline. Signs should have only a minimal presence in the Portland skyline.

Findings for B6, B6-1, C1-2, C10, C12 and C13: The proposal meets these guidelines in the following ways:

- The project includes canopies along SW 18th and SW Salmon. The canopies are at a sufficient depth (6' to 8') to provide weather protection and are well integrated into the building design by residing within window bays and using compatible materials (steel and glass).
- Additional covered areas occur at the main entry on SW Salmon and the outdoor dining located adjacent to student commons along the public path on SW 17th.
- In addition to the built weather protection, the large tree canopy on the site along SW Salmon and at the NE corner with the heritage tree will provide shelter as well.
- As the project is a single use, the exterior signage will be minimal and will be limited to a two raised letter signs at the main entry facing SW Salmon and above the student plaza and commons facing the athletic field to the east. The non-illuminated signs will be comprised of 14" tall aluminum dimensional (1" thick) letters pin mounted to the building. The locations of the two signs are pedestrian oriented and help demarcate the main entry.
- Downward focused lighting will be integrated into canopies and soffits to highlight important building elements including the main building entry, the student commons and plaza and the stair towers located at the NW and NE corners of the building. Wall mounted light in the loading area will provide security to these back-of-house inactive areas.
- Pedestrian scaled, downward focused outdoor lighting will be provided throughout the site, including at the athletic fields and grandstands, along SW 17th, at the building entry and at the covered Commons Plaza. Pole lights (16' tall) will line primary pedestrian paths with 25' tall light poles in the parking area. A combination of other lighting elements throughout the site

will ensure a safe environment for all. Approximately four 80' tall stadium lights will occur near the athletic and practice fields. An illumination study has been provided to show the lighting levels at the edges of these facilities where the public sidewalks and adjacent properties exist will not receive excessive glare or light spill over.

These guidelines have been met.

C2. Promote Quality and Permanence in Development. Use design principles and building materials that promote quality and permanence.

C5. Design for Coherency. Integrate the different building and design elements including, but not limited to, construction materials, roofs, entrances, as well as window, door, sign, and lighting systems, to achieve a coherent composition.

Findings for C2 and C5: The proposal meets these guidelines in the following ways:

- The exterior cladding material is primarily Ultra High-Performance Concrete (UHPC). It is a durable and permanent material. The red toned integral color is reminiscent of brick with light accents that recall historical brick and terra cotta school buildings in Portland. UHPC panels are individually formed and cast by hand by skilled craftsman. They have a handmade quality as opposed to a machine-made quality. The large panel sizes are appropriate to the scale of the building while the ribbed detail provides a refined scale and movement on the façade. The panels will be faced-fixed with the exception of the ground level where the attachment will be concealed.
- The other building materials (fiberglass windows, precast concrete, box ribbed metal panel 20 gauge and ground face CMU) are durable and quality finishes.
- The use of a rich, but restrained material palette creates a cohesive and unified character to a complex building with many different parts and functions. The emphasis on verticality (panel orientation, window proportions and groupings, folding of façade elements, etc.) acts as a unifying element across the project. The differing heights of the different building volumes are unified through the use of a single material palette. The design uses a common system of proportions, recesses, folds, “sawtooth” shapes and expressions of stairs to create coherency on all sides. The sidewalk level of the project is consistently active and transparent but avoids being monotonous by creating a variety of experiences around the entire building and site.
- The existing portable buildings to be repurposed as the teen/parent center at the southeast end of the site were approved in 2016 through a Design Review and exhibit quality finishes and coherency. Their location is well below the sidewalk grade on SW 14th with significant landscape in between limiting their visibility from the street.
- The new site elements including a variety of concrete and stone seating options, bike cover structures, fencing and gates and athletic field features, all appears to be durable and of good quality finish.
- The metal lighting fixtures and signage complement the storefront system and other building finishes.

These guidelines have been met.

C8. Differentiate the Sidewalk-Level of Buildings. Differentiate the sidewalk-level of the building from the middle and top by using elements including, but not limited to, different exterior materials, awnings, signs, and large windows.

C9. Develop Flexible Sidewalk-Level Spaces. Develop flexible spaces at the sidewalk-level of buildings to accommodate a variety of active uses.

B4. Provide Stopping and Viewing Places. Provide safe, comfortable places where people can stop, view, socialize and rest. Ensure that these places do not conflict with other sidewalk uses.

Findings for C8, C9 and B4: The proposal meets these guidelines in the following ways:

- The ground floor of the building has a very generous floor-to-floor height (20') resulting in a strong civic presence at the sidewalk level. The size of the windows on the ground floor are larger than the rest of the building, resulting in greater transparency, views into active learning spaces and heightened pedestrian experience at the sidewalk level.
- Canopies and precast concrete base (approximately 4' high but variable with the slope of the sidewalk) are elements that create scale. "Sawtooth" configuration of windows at the Media Center, Music and Choir Rooms and Commons create scale and unique pedestrian experience at the sidewalk level.
- Consistent use of exterior cladding material from sidewalk level to upper level of building allows for cohesive expression of overall design.
- The canopies and setback niches created by the sawtooth footprint along SW 18th and Salmon and the benches and large entry plaza near the main entrance provide areas to stop, rest and socialize as do the numerous benches and seating cubes and seating pebbles that line the sidewalk, overlook and within the pedestrian path in SW 17th.

These guidelines have been met.

C11. Integrate Roofs and Use Rooftops. Integrate roof function, shape, surface materials, and colors with the building's overall design concept. Size and place rooftop mechanical equipment, penthouses, other components, and related screening elements to enhance views of the Central City's skyline, as well as views from other buildings or vantage points. Develop rooftop terraces, gardens, and associated landscaped areas to be effective stormwater management tools.

Findings: LHS is a large-scale building with varied roofline which helps reduce the scale of building. The rooftop consists of PV panels over white roof, rock ballast at roof edges and three areas of green roof. The mechanical equipment is set within a perforated metal screen on the tower roof and a solid metal screen on the lower roof or significantly setback from the building edge. While the perforated screens allow the silhouette of the units to be perceived, they contain and unify the mechanical elements while not adding to the mass of the building. The mechanical screens are made of materials that match color and panel modulation (joint pattern) of the building cladding. Rooftop access is not permitted due to security and student management concerns; therefore, roof top planted areas can be viewed, but not accessed. The green roof contributes to storm water management. The green roof location helps integrate the view of the building from the west hills.

This guideline has been met.

Oregon Statewide Planning Goals

Goal 1: Citizen Involvement

Goal 1 calls for “the opportunity for citizens to be involved in all phases of the planning process.” It requires each city and county to have a citizen involvement program containing six components specified in the goal. It also requires local governments to have a Committee for Citizen Involvement (CCI) to monitor and encourage public participation in planning.

Findings: The City of Portland maintains an extensive citizen involvement program which complies with all relevant aspects of Goal 1, including specific requirements in Zoning Code Chapter 33.730 for public notice of land use review applications that seek public comment on proposals. There are opportunities for the public to testify at a local hearing on land use proposals for Type III land use review applications, and for Type II and Type IIX land use decisions if appealed. For this application, a written notice seeking comments on the proposal and notifying of the public hearing was mailed to property-owners and tenants within 400 feet of the site, and to recognized organizations in which the site is located and recognized organizations within 1,000 of the site. Additionally, the site was posted with a notice describing the proposal and announcing the public hearing.

The public notice requirements for this application have been and will continue to be met, and nothing about this proposal affects the City’s ongoing compliance with Goal 1. Therefore, the proposal is consistent with this goal.

Goal 2: Land Use Planning

Goal 2 outlines the basic procedures of Oregon’s statewide planning program. It states that land use decisions are to be made in accordance with a comprehensive plan, and that suitable “implementation ordinances” to put the plan’s policies into effect must be adopted. It requires that plans be based on “factual information”; that local plans and ordinances be coordinated with those of other jurisdictions and agencies; and that plans be reviewed periodically and amended as needed. Goal 2 also contains standards for taking exceptions to statewide goals. An exception may be taken when a statewide goal cannot or should not be applied to a particular area or situation.

Findings: Compliance with Goal 2 is achieved, in part, through the City’s comprehensive planning process and land use regulations. For quasi-judicial proposals, Goal 2 requires that the decision be supported by an adequate factual base, which means it must be supported by substantial evidence in the record.

As discussed earlier in the findings that respond to the relevant approval criteria contained in the Portland Zoning Code, the proposal complies with the applicable regulations, as supported by substantial evidence in the record. As a result, the proposal meets Goal 2.

Goal 3: Agricultural Lands

Goal 3 defines “agricultural lands,” and requires counties to inventory such lands and to “preserve and maintain” them through farm zoning. Details on the uses allowed in farm zones are found in ORS Chapter 215 and in Oregon Administrative Rules, Chapter 660, Division 33.

Goal 4: Forest Lands

This goal defines forest lands and requires counties to inventory them and adopt policies and ordinances that will “conserve forest lands for forest uses.”

Findings for Goals 3 and 4: In 1991, as part of Ordinance No. 164517, the City

of Portland took an exception to the agriculture and forestry goals in the manner authorized by state law and Goal 2.

Since this review does not change any of the facts or analyses upon which the exception was based, the exception is still valid, and Goal 3 and Goal 4 do not apply.

Goal 5: Open Spaces, Scenic and Historic Areas and Natural Resources

Goal 5 relates to the protection of natural and cultural resources. It establishes a process for inventorying the quality, quantity, and location of 12 categories of natural resources. Additionally, Goal 5 encourages but does not require local governments to maintain inventories of historic resources, open spaces, and scenic views and sites.

Findings: The City complies with Goal 5 by identifying and protecting natural, scenic, and historic resources in the City’s Zoning Map and Zoning Code. Natural and scenic resources are identified by the Environmental Protection (“p”), Environmental Conservation (“c”), and Scenic (“s”) overlay zones on the Zoning Map. The Zoning Code imposes special restrictions on development activities within these overlay zones. Historic resources are identified on the Zoning Map either with landmark designations for individual sites or as Historic Districts or Conservation Districts.

This site is not within any environmental or scenic overlay zone. Additionally, the site nor the building is not designated as a Historic Landmark and is not within a Historic or Conservation District. zones. Therefore, the proposal is consistent with Goal 5.

Goal 6: Air, Water and Land Resources Quality

Goal 6 requires local comprehensive plans and implementing measures to be consistent with state and federal regulations on matters such as groundwater pollution.

Findings: Compliance with Goal 6 is achieved through the implementation of development regulation regulations such as the City’s Stormwater Management Manual at the time of building permit review, and through the City’s continued compliance with Oregon Department of Environmental Quality (DEQ) requirements for cities. The Bureau of Environmental Services reviewed the proposal for conformance with sanitary sewer and stormwater management requirements and expressed no objections to approval of the application, as mentioned earlier in this report.

The Bureau of Environmental Services reviewed the proposal for conformance with sanitary sewer and stormwater management requirements and expressed no objections to approval of the application with conditions, as mentioned earlier in this report. Staff finds the proposal is consistent with Goal 6.

Goal 7: Areas Subject to Natural Disasters and Hazards

Goal 7 requires that jurisdictions adopt development restrictions or safeguards to protect people and property from natural hazards. Under Goal 7, natural hazards include floods, landslides, earthquakes, tsunamis, coastal erosion, and wildfires. Goal 7 requires that local governments adopt inventories, policies, and implementing measures to reduce risks from natural hazards to people and property.

Findings: The City complies with Goal 7 by mapping natural hazard areas such as floodplains and potential landslide areas, which can be found in the City’s MapWorks geographic information system. The City imposes additional requirements for development in those areas through a variety of regulations in

the Zoning Code, such as through special plan districts or land division regulations.

The subject site is not within any mapped floodplain or landslide hazard area, so Goal 7 does not apply.

Goal 8: Recreation Needs

Goal 8 calls for each community to evaluate its areas and facilities for recreation and develop plans to deal with the projected demand for them. It also sets forth detailed standards for expediting siting of destination resorts.

Findings: The City maintains compliance with Goal 8 through its comprehensive planning process, which includes long-range planning for parks and recreational facilities. Staff finds the current proposal will not affect existing or proposed parks or recreation facilities in any way that is not anticipated by the zoning for the site, or by the parks and recreation system development charges that are assessed at time of building permit. Furthermore, nothing about the proposal will undermine planning for future facilities.

Therefore, the proposal is consistent with Goal 8.

Goal 9: Economy of the State

Goal 9 calls for diversification and improvement of the economy. Goal 9 requires communities to inventory commercial and industrial lands, project future needs for such lands, and plan and zone enough land to meet those needs.

Findings: Land needs for a variety of industrial and commercial uses are identified in the adopted and acknowledged Economic Opportunity Analysis (EOA) (Ordinance 187831). The EOA analyzed adequate growth capacity for a diverse range of employment uses by distinguishing several geographies and conducting a buildable land inventory and capacity analysis in each. In response to the EOA, the City adopted policies and regulations to ensure an adequate supply of sites of suitable size, type, location and service levels in compliance with Goal 9. The City must consider the EOA and Buildable Lands Inventory when updating the City's Zoning Map and Zoning Code.

Because this proposal does not change the supply of industrial or commercial land in the City, the proposal is consistent with Goal 9.

Goal 10: Housing

Goal 10 requires local governments to plan for and accommodate needed housing types. The Goal also requires cities to inventory its buildable residential lands, project future needs for such lands, and plan and zone enough buildable land to meet those needs. It also prohibits local plans from discriminating against needed housing types.

Findings: The City complies with Goal 10 through its adopted and acknowledged inventory of buildable residential land (Ordinance 187831), which demonstrates that the City has zoned and designated an adequate supply of housing. For needed housing, the Zoning Code includes clear and objective standards.

Since this proposal is not related to housing, Goal 10 is not applicable.

Goal 11: Public Facilities and Services

Goal 11 calls for efficient planning of public services such as sewers, water, law enforcement, and fire protection. The goal's central concept is that public services

should be planned in accordance with a community’s needs and capacities rather than be forced to respond to development as it occurs.

Findings: The City of Portland maintains an adopted and acknowledged public facilities plan to comply with Goal 11. See Citywide Systems Plan adopted by Ordinance 187831. The public facilities plan is implemented by the City’s public services bureaus, and these bureaus review development applications for adequacy of public services. Where existing public services are not adequate for a proposed development, the applicant is required to extend public services at their own expense in a way that conforms to the public facilities plan.

In this case, the City’s public services bureaus found that existing public services are adequate to serve the proposal, as discussed earlier in this report. Therefore, the proposal is consistent with Goal 11.

Goal 12: Transportation

Goal 12 seeks to provide and encourage “safe, convenient and economic transportation system.” Among other things, Goal 12 requires that transportation plans consider all modes of transportation and be based on inventory of transportation needs.

Findings: The City of Portland maintains a Transportation System Plan (TSP) to comply with Goal 12, adopted by Ordinances 187832, 188177 and 188957. The City’s TSP aims to “make it more convenient for people to walk, bicycle, use transit, use automobile travel more efficiently, and drive less to meet their daily needs.” The extent to which a proposal affects the City’s transportation system and the goals of the TSP is evaluated by the Portland Bureau of Transportation (PBOT).

As discussed earlier in this report, PBOT evaluated this proposal and expressed no objections to approval of the application with conditions. PBOT is also supportive of the applicant’s proposed bicycle parking Adjustments to reduce the number of required spaces and to reduce the required bike parking space dimension standards. Therefore, the proposal is consistent with Goal 12.

Goal 13: Energy

Goal 13 seeks to conserve energy and declares that “land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles.”

Findings: With respect to energy use from transportation, as identified above in response to Goal 12, the City maintains a TSP that aims to “make it more convenient for people to walk, bicycle, use transit, use automobile travel more efficiently, and drive less to meet their daily needs.” This is intended to promote energy conservation related to transportation. Additionally, at the time of building permit review and inspection, the City will also implement energy efficiency requirements for the building itself, as required by the current building code.

For these reasons, staff finds the proposal is consistent with Goal 13.

Goal 14: Urbanization

This goal requires cities to estimate future growth and needs for land and then plan and zone enough land to meet those needs. It calls for each city to establish an “urban growth boundary” (UGB) to “identify and separate urbanizable land from rural land.” It specifies seven factors that must be considered in drawing up a UGB. It also lists four

criteria to be applied when undeveloped land within a UGB is to be converted to urban uses.

Findings: In the Portland region, most of the functions required by Goal 14 are administered by the Metro regional government rather than by individual cities. The desired development pattern for the region is articulated in Metro’s Regional 2040 Growth Concept, which emphasizes denser development in designated centers and corridors. The Regional 2040 Growth Concept is carried out by Metro’s Urban Growth Management Functional Plan, and the City of Portland is required to conform its zoning regulations to this functional plan.

This land use review proposal does not change the UGB surrounding the Portland region and does not affect the Portland Zoning Code’s compliance with Metro’s Urban Growth Management Functional Plan. Therefore, Goal 14 is not applicable.

Goal 15: Willamette Greenway

Goal 15 sets forth procedures for administering the 300 miles of greenway that protects the Willamette River.

Findings: The City of Portland complies with Goal 15 by applying Greenway overlay zones which impose special requirements on development activities near the Willamette River.

The subject site for this review is not within a Greenway overlay zone near the Willamette River, so Goal 15 does not apply.

Goal 16: Estuarine Resources

This goal requires local governments to classify Oregon’s 22 major estuaries in four categories: natural, conservation, shallow-draft development, and deep-draft development. It then describes types of land uses and activities that are permissible in those “management units.”

Goal 17: Coastal Shorelands

This goal defines a planning area bounded by the ocean beaches on the west and the coast highway (State Route 101) on the east. It specifies how certain types of land and resources there are to be managed: major marshes, for example, are to be protected. Sites best suited for unique coastal land uses (port facilities, for example) are reserved for “water-dependent” or “water-related” uses.

Goal 18: Beaches and Dunes

Goal 18 sets planning standards for development on various types of dunes. It prohibits residential development on beaches and active foredunes but allows some other types of development if they meet key criteria. The goal also deals with dune grading, groundwater drawdown in dunal aquifers, and the breaching of foredunes.

Goal 19: Ocean Resources

Goal 19 aims “to conserve the long-term values, benefits, and natural resources of the nearshore ocean and the continental shelf.” It deals with matters such as dumping of dredge spoils and discharging of waste products into the open sea. Goal 19’s main requirements are for state agencies rather than cities and counties.

Findings: *Since Portland is not within Oregon’s coastal zone, Goals 16-19 do not apply.*

(2) MODIFICATIONS – CHAPTER 33.825

33.825.040 Modifications That Will Better Meet Design Review Requirements:

The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the design review process. These modifications are done as part of design review and are not required to go through the adjustment process. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the adjustment process. Modifications that are denied through design review may be requested as an adjustment through the adjustment process. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

- A. Better meets design guidelines.** The resulting development will better meet the applicable design guidelines; and
- B. Purpose of the standard.** On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.

Modification #1 Transit Street Main Entrance – To not provide a building entry every 200’ along SW 18th that is unlocked during regular business hours and within 25’ of a Transit Street (33.130.242);

Purpose Statement: Locating the main entrance to a use on a transit street provides convenient pedestrian access between the use and public sidewalks and transit facilities, and so promotes walking and the use of transit.

Standard: 33.130.242, For portions of a building within the maximum building setback, at least one main entrance for each nonresidential tenant space on the ground floor must be within 25’ of the transit street, allow pedestrians to both enter and exit the building, face the transit street or be at an angle of up to 45 degrees from the transit street. A minimum of one entrance is required for every 200 feet of building length and the main entrance(s) must be unlocked during regular business hours.

- A. Better meets design guidelines.** *The resulting development will better meet the applicable design guidelines; and*

Findings: The large, covered and setback main entrance to the school along SW Salmon better meets guideline C9 – Develop Flexible Sidewalk Level Spaces and C6 Develop Transitions Between Buildings and Public Spaces. The generous size of the entry itself and spill out area in front of it supports the large number of students accessing the building and surrounding functions (track & field, bus drop-off/pick-up and bike parking). Seating within the area supports other activities of students during the day.

- B. Purpose of the standard.** *On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.*

Findings: SW 18th Avenue is classified as a Regional Transit / Major Transit Priority, and SW Salmon Street is classified as a Major Transit Priority in the Portland 2035 Transportation System Plan. Security concerns require that the proposed LHS building has a single main entrance, proposed at SW Salmon at SW 17th approximately 32’ from the property line. This location allows for easy access to busses that stop along SW Salmon and is adjacent to the site

amenities like bike parking and the athletic fields. This location also allows for a continuous flow from the main entrance to the common areas of the school. The main entrance will remain unlocked during the school day. After first period starts, visitors must enter into the vestibule and check in at the front desk before continuing into the school. There are two egress only doors on SW 18th from the Construction CTE classroom and the stairs at the southern end. Neither of these doors will function as access points into the building, only exits, thereby not meeting the entrance every 200' of building length along SW 18th. However, the large and prominent main entry on SW Salmon is situated to support convenient pedestrian access from the bus drop off area along Salmon, the bike parking to the east of the entry and visible from Salmon where the Civic LRT Station stop occurs. For these reasons the proposal meets the intent of the standard.

Therefore, this Modification merits approval.

Modification #2 Required Building Line – For the building to not extend to the street lot lines along SW Salmon and 14th for 75% of these frontage (33.510.215)

Purpose Statement: The required building line standards ensure that buildings in certain parts of the Central City are built to the sidewalk's edge unless landscaping or an extension of the sidewalk is provided. The standards support the street and development character objectives of the Central City 2035 Plan by creating diverse street character, promoting active uses, pedestrian movement, and opportunities for stopping and gathering. Extensions of the sidewalk may incorporate trees, landscape planters, groundcover, and areas for stormwater management between the building and the sidewalk

Standard: Section 33.510.215, the building must extend to the street lot line along at least 75% of the length of the street lot line; or set back at least 6 feet from the street lot line along at least 75% of the length of the street lot line. The space between the building and the street lot line must be landscaped and exterior walls of buildings must be at least 15' high measured from the finished sidewalk at the building's edge

A. Better meets design guidelines. *The resulting development will better meet the applicable design guidelines; and*

Findings: Although there is no building along a large portion of the SW Salmon and SW 14th frontage, the extensive and diverse landscape and pedestrian amenities (pathways and seating) better meet guidelines B4 - Provide Stopping and Viewing Places and B5 - Make Plazas, Parks and Open Space Successful.

B. Purpose of the standard. *On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.*

Findings: Because of the nature of the site (large, rectangular with a heritage tree at the NE corner) and programmatic requirements of a school (large track and athletic field), this standard will not be met along SW Salmon and SW 14th. The building holds the street lot line at the western end of SW Salmon, however along the remainder of the street LHS proposes a series of large conifers on the school property with a break midway through the block. This break allows for an overlook to the athletic field and track at the 50-yard line. A series of benches and seating areas occur within the landscape setback and in the overlook. This active use along SW Salmon will engage the pedestrian as well as

provide an edge to the sidewalk. The layered and varied landscaping also support the desired character of the Boulevard Street classification of Salmon. Along SW 14th, the open space with large trees, pedestrian paths and seating allow for pedestrian movement, opportunities for gathering and watching the activities on the track and field.

Therefore, this Modification merits approval.

Modification #3 Ecoroof – To reduce the ecoroof area requirement from 60% to 28% (PZC 33.510.243).

Purpose Statement: Ecoroofs provide multiple complementary benefits in urban areas, including stormwater management, reduction of air temperatures, mitigation of urban heat island impacts, air quality improvement, urban green spaces, and habitat for birds, plants and pollinators. The standards are intended to:

- Maximize the coverage of ecoroofs;
- Allow for the placement of structures and other items that need to be located on roofs; and
- Support the architectural variability of rooftops in the Central City.

Standard: Section 33.510.243, Ecoroofs must cover 100% of the building roof area, except that up to 40% of the building roof area can be covered typical rooftop elements like mechanical equipment, solar panels, etc.

A. Better meets design guidelines. *The resulting development will better meet the applicable design guidelines; and*

Findings: The proposal, with generous publicly accessible landscape areas that include a variety of tree and plant species and pedestrian amenities, better meets guideline B5 - Make Plazas, Parks & Open Space Successful.

B. Purpose of the standard. *On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.*

Findings: The intent of the code is to maximize the use of ecoroofs to achieve multiple benefits for sites in the Central City that typically develop lot line to lot line. LHS is a large site and the project will not be developed from lot line to lot line. Therefore, it is an atypical site within the Central City. The unique nature of this large site under single public agency ownership opens the door to potential solutions that will equally meet the intent of the code while also meeting the safety, operational and maintenance requirements of PPS.

The proposed building design has a roof area of 98,029 SF. The code requirement is for 58,817 SF of ecoroof (60% of the roof area). Ancillary structures to be located on the site (bike shelters, teen parent center, existing concessions building and press box) are all below the size threshold for the ecoroof requirement and are therefore not included in the total. The proposal is to trade a portion of the required ecoroof for dedicated landscaped areas on site on a square-foot per square-foot basis. It should be noted that the CX zoning of the site does not require a minimum landscape area, therefore the proposed at-grade landscaping is not required by the zoning code. PPS does not desire to install ecoroof below the solar panels on the southern portions of the roof due to concerns related to cost, maintenance and energy efficiency.

The proposed building design has three areas of ecoroof:

- Area 1 is located on the roof over the second floor. It has an area of 9,934 SF. This area has been chosen because it is immediately outside of the third-floor classroom windows. This area is highly visible from the south-facing classrooms and will provide a great visual amenity for the school. It is also directly accessible from the third floor for PPS maintenance staff only. PPS prohibits roof access for students for life safety and security reasons. The roof will not be accessible to the general school population.
- Areas 2 and 3 are located on top of the 6th floor. They have areas of 1,862 SF and 4,447 SF respectively. They have been located here to mitigate the views of the building roof from the west hills.
- The proposed building design has 16,243 total SF of ecoroof (28% of the requirement).

The proposal replaces ecoroof with dedicated landscaped areas on site as follows:

- Areas A and B are located along SW Salmon Street. They have areas of 10,555 SF and 3,176 SF respectively. These areas will contain large canopy trees and groundcover in compliance with the BES Stormwater Manual.
- Area C is located on the corner of SW 14th and SW Salmon. It has an area of 20,972 SF. This area will retain several large trees including a designated heritage tree. Additionally, this area will contain wildlife habitat supportive elements and groundcover in compliance with the BES Stormwater Manual.
- Area D is located along SW 14th in the SE corner of the site. It has an area of 12,747 SF. This area will contain large canopy trees as well as wildlife habitat supportive landscaping and groundcover in compliance with the BES Storm Manual.
- The total amount of dedicated landscaping proposed as ecoroof replacement is 47,450 sf.

The combined total areas of proposed ecoroof and proposed dedicated landscape is 63,693 sf (108% of the requirement). This amount exceeds the overall code requirement for ecoroof. The proposal meets the intent of the code to provide the following benefits in urban areas:

Stormwater Management – The properly designed and landscaped areas on natural grade have an equivalent capacity for the management of stormwater to an ecoroof.

Reduction of Air Temperatures & Mitigation of Urban Heat Island Impacts - The project will utilize either a highly reflective mortar faced insulation or white rock ballast in place of the ecoroof in the areas specified on the exhibit. White or highly reflective roofs, when combined with other measures, can provide two benefits; reduction of air temperatures and mitigation of urban heat island. The dedicated areas of landscaping on natural grade will provide additional reduction of air temperatures.

Air Quality Improvement - Landscaped areas on natural grade can have a greater variety and significantly larger plants and trees than can be accommodated on an ecoroof. Larger plants and trees have a greater capacity of improving air quality than an ecoroof.

Urban Green Spaces - The landscaped areas on natural grade will be accessible to the public as well as the school population. Per PPS operational and security

policies, the ecoroof will not be accessible to anyone other than maintenance staff. This prohibition of access means that the ecoroof is not truly an urban green space. The proposed modification for some of the ecoroof on-grade provides truly urban green space because it is accessible and visible to the urban population.

Habitat for Birds, Plants and Pollinators - Landscaped areas on natural grade can have a greater variety and significantly larger plants and trees than can be accommodated on an ecoroof. The larger plants and trees proposed include a wide variety of species providing a greater capacity for providing habitat for birds, plants and pollinators than an ecoroof. Large “nurse logs” within landscape area C will support smaller habitat and wildlife.

Therefore, this Modification merits approval.

Modification #4 Parking Lot Landscape – To not provide the perimeter landscaping along a portion of the southern edge of the surface parking lot and reduce the amount of required interior parking lot landscaping (33.266.130.G).

Purpose Statement: The parking area layout standards are intended to promote safe circulation within the parking area, provide for the effective management of stormwater runoff from vehicle areas, and provide for convenient entry and exit of vehicles. The setback and landscaping standards:

- Improve and soften the appearance of parking areas;
- Reduce the visual impact of parking areas from sidewalks, streets, and especially from adjacent residential zones;
- Provide flexibility to reduce the visual impacts of small residential parking lots;
- Direct traffic in parking areas;
- Shade and cool parking areas;
- Reduce the amount and rate of stormwater runoff from vehicle areas;
- Reduce pollution and temperature of stormwater runoff from vehicle areas; and Decrease airborne and waterborne pollution.

Standard: Section 33.266.130.G, requires a 5’ deep landscape area planted to the L2 standard along the edges of parking areas abutting a street or adjacent property and interior parking areas must provide 45 SF of landscape area to the P1 standard per parking space.

A. Better meets design guidelines. *The resulting development will better meet the applicable design guidelines; and*

Findings: The proposal better meets guidelines B2 - Protect the Pedestrian in that reducing and combining the landscape at the perimeter allows a 6’ wide pedestrian path through the parking area providing a safe path of travel for people.

B. Purpose of the standard. *On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.*

Findings: The proposal includes an extensive landscape area between the surface parking lot and the building to the south, with the exception of a small section (~35’) at the western end. The parking area is sunken 2’ to 16’ below the property to the south. The grade difference is approximately 3’ at the location without the landscape perimeter. Given that the southern perimeter contains

an average 10' wide landscape perimeter with a dense planting of tall conifers with an off-set in grades, the purpose of the standard is met by reducing and softening the appearance of the vehicle area.

Regarding the interior parking lot landscape requirement, a total of 3,150 SF is required (based on the 70 spaces provided) with 1,776 SF provided. The interior landscaping is challenging to meet due the grandstands that cover over half of the spaces and the desire to provide pedestrian paths through portions of the parking area. The grandstands provide shade and cooling for the parking area while extra deep and densely planted perimeter and interior landscaping also provides shade and stormwater treatment meeting the purpose of the regulations.

Therefore, this Modification merits approval.

(3) ADJUSTMENTS – CHAPTER 33.805

33.805.010 Purpose

The regulations of the zoning code are designed to implement the goals and policies of the Comprehensive Plan. These regulations apply citywide, but because of the city's diversity, some sites are difficult to develop in compliance with the regulations. The adjustment review process provides a mechanism by which the regulations in the zoning code may be modified if the proposed development continues to meet the intended purpose of those regulations. Adjustments may also be used when strict application of the zoning code's regulations would preclude all use of a site. Adjustment reviews provide flexibility for unusual situations and allow for alternative ways to meet the purposes of the code, while allowing the zoning code to continue to provide certainty and rapid processing for land use applications.

Adjustment #1 Bike Parking – To reduce the width (from 2' to 18") and number of required long-term bike parking spaces (from 280 to 172) (PZC 33.266.210).

33.805.040 Approval Criteria

Adjustment requests will be approved if the review body finds that the applicant has shown that approval criteria A through F have been met:

- A.** Granting the adjustment will equally or better meet the purpose of the regulation to be modified.

Purpose Statement: Bicycle parking is required for most use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles. These regulations ensure adequate short and long-term bicycle parking based on the demand generated by the different use categories and on the level of security necessary to encourage the use of bicycles for short and long stays. These regulations will help meet the City's goal that 10 percent of all trips be made by bicycle.

Standard: A 2' x 6' area must be provided for each required bicycle parking space and Schools with grade 6-12 require a space per 4 classrooms and be secured through a number of options.

Findings: The minimum required long-term bicycle parking spaces for LHS is 4 per classroom. The new LHS will have 70 classrooms making the minimum required long-term bicycle parking spaces 280. The project will provide 172 bicycle parking spaces (140 covered). This is providing the entire amount of

covered parking required and a reduction of the uncovered spaces. In total, 172 spaces represent 2.5 spaces per classroom.

The reason for low ridership at LHS is illustrated in the diagram showing the Lincoln catchment area (Exhibit. C.125). For the majority of the residential areas of the catchment, there is significant topography and minimal bicycle infrastructure, making riding to this particular school difficult and unsafe. The zip code map shows the majority of the students are concentrated in these hilly residential areas that are not served well by bicycle lanes. An additional challenge to commuting to school via bicycle that is unique to LHS is that the available athletic facilities on site are limited to one field. This means that many LHS student athletes must travel to participate in athletics all over the city, even all the way to Delta Park. These activities extend into late evening hours making it quite impractical to carry athletic equipment by bicycle and unsafe to bike home late at night. The proposed number of bicycle parking spaces will be more than adequate to serve the current needs and will provide for a significant amount of growth in bicycle use. It should be noted, the downtown location of the school is well served by public transit.

The purpose of bicycle parking is to provide in a safe and convenient location to encourage bicycling. Further it ties the minimum required amounts to the City's bicycle mode split goals. At the time of the adoption of the current bicycle parking standards the City's target bicycle mode split goal was 10%; the future targeted mode split goal will be 25%. Given topography issues, PBOT-ATS (Active Transportation and Safety Division) is supportive of the reduction as it meets the purpose statement by providing bicycle parking spaces for approximately 10% of the LHS population. Further, PBOT-ATS finds that the applicant's proposal to provide the required 140 covered spaces meets the purpose statement's intent of ensuring safe and convenient bicycle parking spaces to encourage greater use of bicycles. Bicycle parking that is sheltered from the elements is essential when leaving bicycles outside during the duration of a school day (6+ hours).

The project is also seeking an adjustment to the width of the bicycle parking space 2' to 18" for the staple racks throughout the site. This will allow for more bikes to be parked under each prefabricated cover. The staple racks require that the two bicycles are placed such that the handlebars are on the opposite ends of the rack, therefore eliminating handlebar and pedal conflicts and meeting the intent for convenient and safe bike parking.

The bike parking will be located within the fenced campus. Gates around the site will be locked during all school hours (8 am -5 pm), however, they will be opened to allow public access during non-school hours and on weekends. Given that the bikes will meet the security requirement when the use that generates the need is in operation meets the purpose of the regulation. When the campus operates as public open space during non-school hours there is no bike parking requirement for that use.

For these stated reasons, the approval criterion is met.

- B.** If in a residential, CI1, or IR zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in an OS, C, E, I, or CI2 zone, the proposal will be consistent with the classifications of the adjacent streets and the desired character of the area.

Findings: The proposed Adjustment to the bike parking regulations does not conflict with the street classifications of the surrounding rights-of way nor does it lessen the desired character of the Goose Hollow neighborhood. There is still an extensive amount provided in a manner than meets the intent of the code.

For these stated reasons, the approval criterion is met.

- C.** If more than one adjustment is being requested, the cumulative effect of the adjustments results in a project which is still consistent with the overall purpose of the zone.

Findings: *Only one Adjustment is being requested, therefore this criterion does not apply.*

- D.** City-designated scenic resources and historic resources are preserved.

Findings: *There are no City designated scenic or historic resourced on the site, therefore this criterion does not apply.*

- E.** Any impacts resulting from the adjustment are mitigated to the extent practical; and

Findings: *No impacts resulting from the Adjustment have been identified therefore this criterion does not apply.*

- F.** If in an environmental zone, the proposal has a few significant detrimental environmental impacts on the resource and resource values as is practicable;

Findings: *The site is not within an environmental zone, therefore this criterion does not apply.*

DEVELOPMENT STANDARDS

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards in order to be approved during this review process. The plans submitted for a building or zoning permit must demonstrate that all requirements of Title 11 can be met, and that all development standards of Title 33 can be met or have received an Adjustment or Modification via a land use review, prior to the approval of a building or zoning permit.

CONCLUSIONS

The Commission commented on several coherency-related items that necessitated further study by the applicant (intersection of the lower and upper masses, angled stair, NW corner expression, mechanical screening, concrete panels) at the DAR in May. The Commission reviewed the studies and revisions and, as detailed in the findings above, determined the current proposal adequately addresses these concerns or the alternate options did not better meet the guidelines. As proposed the new school and associated facilities will be a welcome addition to the neighborhood.

The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The proposal meets the applicable design guidelines and modification and adjustment criteria and therefore warrants approval.

DESIGN COMMISSION DECISION

It is the decision of the Design Commission to approve the Design Review for the new 6-story, 102' tall school building, athletic field and track, other smaller buildings and structures, plaza and north-south pedestrian and bike path and other site elements including a series of internal walkways landscaping, gates and fences in the Goose Hollow subdistrict of the Central City Plan District.

Approval of the following Modification requests:

1. *Transit Street Main Entrance* – To not provide a building entry every 200' along SW 18th that is unlocked during regular business hours and within 25' of a Transit Street (PZC 33.130.242)
2. *Required Building Line* – For the building to not extend to the street lot lines along SW Salmon and 14th for 75% of these frontage (PZC 33.510.215).
3. *Ecoroof* – To reduce the ecoroof area requirement from 60% to 28% (PZC 33.510.243).
4. *Parking Landscape* – To not provide the perimeter landscaping along a portion of the southern edge of the surface parking lot and reduce the amount of required interior parking lot landscaping (PZC 33.266.130.G).

Approval of the following Adjustment request:

1. *Bike Parking* – To reduce the number of required long-term bike parking spaces (from 280 to 172) and the width of the spaces (from 2' to 18") (PZC 33.266.210).

Approvals per Exhibits C.1-C-127, signed, stamped, and dated August 1, 2019, subject to the following conditions:

- A.** As part of the building permit application submittal, the following development-related conditions (B – F) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled “ZONING COMPLIANCE PAGE- Case File LU 19-119554 DZM AD. All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled “REQUIRED.”
 - B.** At the time of building permit submittal, a signed Certificate of Compliance form (<https://www.portlandoregon.gov/bds/article/623658>) must be submitted to ensure the permit plans comply with the Design/Historic Resource Review decision and approved exhibits.
 - C.** The north-south accessway aligned with SW 17th must provide a Public Access Easement. At the time of Building Permit submittal, the applicant shall submit the Public Access Easement for PBOT review and approval. The Public Access Easement shall be executed and recorded prior to the Certificate of Occupancy.
 - D.** Prior to the Certificate of Occupancy, the applicant must sign and record the Memorandum of Understanding related to the public paths through the site.
 - E.** Prior to building permit issuance, the applicant must obtain BES approval of all features that encroach into City of Portland sewer easements, which may include entering into a formal Encroachment Agreement with the City, to the satisfaction of BES.
 - F.** No field changes allowed.
- =====

By: 
Julie Livingston, Design Commission Chair

Application Filed: February 12, 2019
Decision Filed: August 2, 2019

Decision Rendered: August 1, 2019
Decision Mailed: August 13, 2019

About this Decision. This land use decision is **not a permit** for development. Permits may be required prior to any work. Contact the Development Services Center at 503-823-7310 for information about permits.

Procedural Information. The application for this land use review was submitted on February 12, 2019, and was determined to be complete on June 10, 2019.

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on February 12, 2019.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant waived the 120-day review period, as stated with Exhibit #G.3. Unless further extended by the applicant, **the 120 days will expire on: 6/9/2020.**

Some of the information contained in this report was provided by the applicant. As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. This report is the final decision of the Design Commission with input from other City and public agencies.

Conditions of Approval. This approval may be subject to a number of specific conditions, listed above. Compliance with the applicable conditions of approval must be documented in all related permit applications. Plans and drawings submitted during the permitting process must illustrate how applicable conditions of approval are met. Any project elements that are specifically required by conditions of approval must be shown on the plans, and labeled as such.

These conditions of approval run with the land, unless modified by future land use reviews. As used in the conditions, the term “applicant” includes the applicant for this land use review, any person undertaking development pursuant to this land use review, the proprietor of the use or development approved by this land use review, and the current owner and future owners of the property subject to this land use review.

Appeal of this decision. This decision is final unless appealed to City Council, who will hold a public hearing. Appeals must be filed by 4:30 pm on August 27, 2019 at 1900 SW Fourth Ave. Appeals can be filed at the 5th floor reception desk of 1900 SW 4th Avenue Monday through Friday between 8:00 am and 4:30 pm. Information and assistance in filing an appeal is available from the Bureau of Development Services in the Development Services Center or the staff planner on this case. You may review the file on this case by appointment at, 1900 SW Fourth Avenue, Suite 5000, Portland, Oregon 97201. Please call the file review line at 503-823-7617 for an appointment.

If this decision is appealed, a hearing will be scheduled and you will be notified of the date and time of the hearing. The decision of City Council is final; any further appeal is to the Oregon Land Use Board of Appeals (LUBA).

Upon submission of their application, the applicant for this land use review chose to waive the 120-day time frame in which the City must render a decision. This additional time allows for any appeal of this proposal to be held as an evidentiary hearing, one in which new evidence can be submitted to City Council.

Who can appeal: You may appeal the decision only if you have written a letter which was received before the close of the record at the hearing or if you testified at the hearing, or if you are the property owner or applicant. Appeals must be filed within 14 days of the decision. **An appeal fee of \$5,000.00 will be charged (one-half of the application fee for this case).**

Neighborhood associations may qualify for a waiver of the appeal fee. Additional information on how to file and the deadline for filing an appeal will be included with the decision. Assistance in filing the appeal and information on fee waivers are available from the Bureau of Development Services in the Development Services Center, 1900 SW Fourth Ave., First Floor. Fee waivers for neighborhood associations require a vote of the authorized body of your association. Please see appeal form for additional information.

Recording the final decision.

If this Land Use Review is approved the final decision will be recorded with the Multnomah County Recorder.

- *Unless appealed*, the final decision will be recorded after **August 27, 2019** by the Bureau of Development Services.

The applicant, builder, or a representative does not need to record the final decision with the Multnomah County Recorder.

For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

Expiration of this approval. An approval expires three years from the date the final decision is rendered unless a building permit has been issued, or the approved activity has begun.

Where a site has received approval for multiple developments, and a building permit is not issued for all of the approved development within three years of the date of the final decision, a new land use review will be required before a permit will be issued for the remaining development, subject to the Zoning Code in effect at that time.

Applying for your permits. A building permit, occupancy permit, or development permit must be obtained before carrying out this project. At the time they apply for a permit, permittees must demonstrate compliance with:

- All conditions imposed here.
- All applicable development standards, unless specifically exempted as part of this land use review.
- All requirements of the building code.
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations of the City.

Staci Monroe
August 8, 2019

The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).

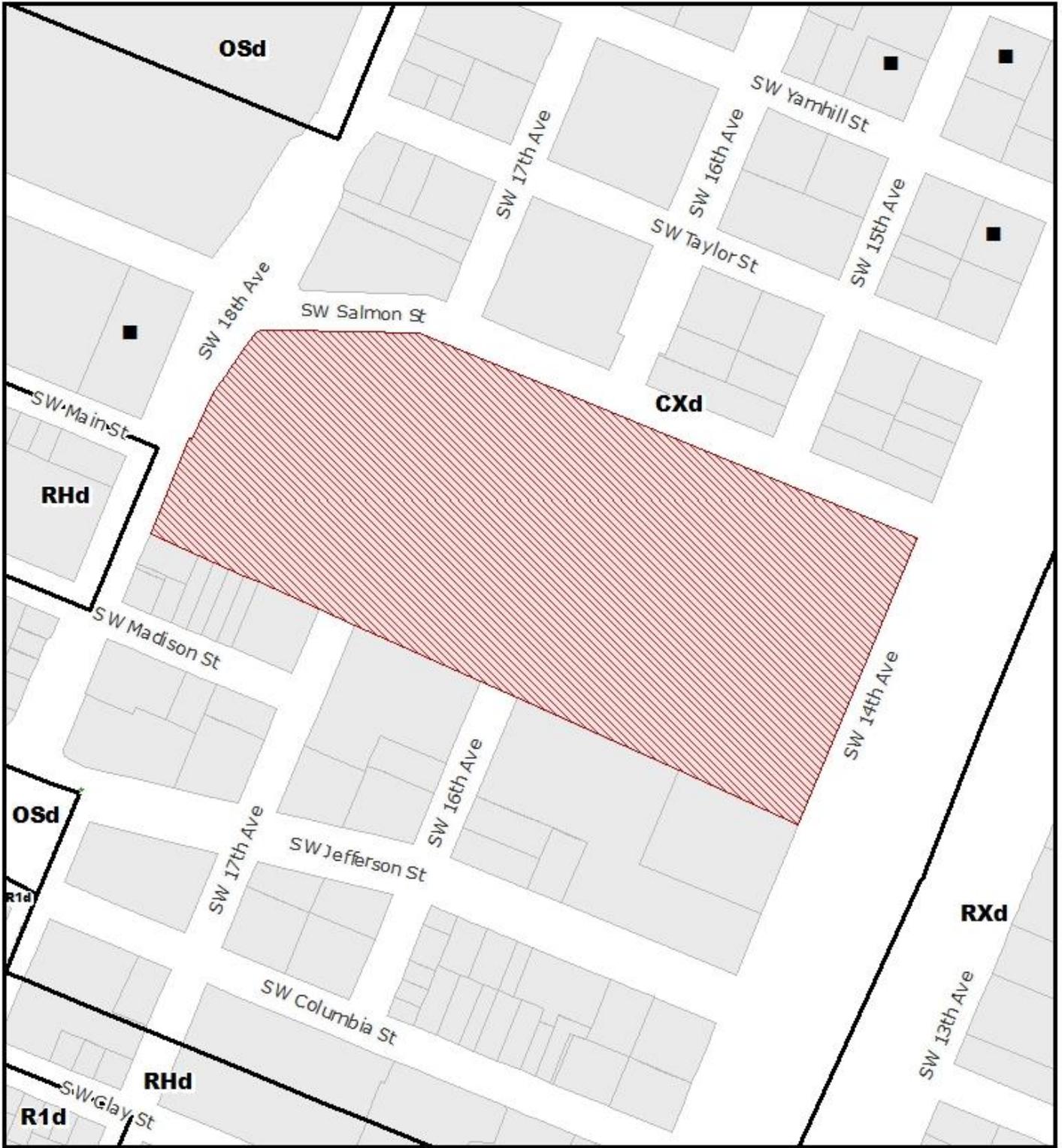
EXHIBITS – NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
 - 1. Meeting minutes dated 11/13/18 regarding Urban forestry preliminary discussion of the heritage and street trees.
 - 2. Project Narrative and approval criteria responses dated 4/5/19
 - 3. Kittelson Bike Parking Demand Analysis dated 5/9/19
 - 4. Interface Engineering memo dated 5/29/19 regarding compliance with Oregon Energy Code
 - 5. HHPR Stormwater Report dated 6/4/19
 - 6. HHPR Easement Encroachment memo dated 6/5/19
 - 7. Project Narrative and approval criteria responses dated 6/7/19
 - 8. Drawing Set dated 6/7/19
 - 9. Drawing Set dated 2/12/19
 - 10. PPS Bike Parking memo dated 6/14/19
 - 11. Project Narrative and approval criteria responses dated 7/10/19
 - 12. Project Narrative and approval criteria responses dated 7/16/19
 - 13. Appendix sheets dated 8/1/19
- B. Zoning Map (attached)
- C. Plan & Drawings
 - 1. Site Plan (attached)
 - 2. Plans Levels 1 And 2
 - 3. Plans Levels 3 And 4
 - 4. Plans Levels 5, 6 And Roof
 - 5. Rendered North Elevation (attached)
 - 6. Rendered West Elevation (attached)
 - 7. Rendered South Elevation (attached)
 - 8. Rendered East Elevation (attached)
 - 9. North Elevation
 - 10. West Elevation
 - 11. South Elevation
 - 12. East Elevation
 - 13. Elevations - Loading Dock
 - 14. Elevations - Entrance Gates
 - 15. Building Sections
 - 16. Building Sections
 - 17. Building Sections
 - 18. Enlarged Elevations and Plans
 - 19. Enlarged Elevations and Plans
 - 20. Enlarged Elevations and Plans
 - 21. Enlarged Elevations and Plans
 - 22. Enlarged Elevations and Plans
 - 23. Enlarged Elevations and Plans
 - 24. Ground Level Glazing SW Salmon Street
 - 25. Ground Level Glazing SW 18th Street
 - 26. Ground Level Glazing SW 17th Easement
 - 27. Ground Floor Active Use SW Salmon

28. Wall Sections - North
29. Wall Sections - East
30. Wall Sections - East
31. Wall Sections - Loading Area
32. Wall Sections - West
33. Wall Sections - West
34. Details
35. Details
36. Sawtooth Windows West Stair
37. Sawtooth Windows East Stair
38. Sawtooth Windows Media Center
39. Sawtooth Windows Gym
40. Sawtooth Windows Band and Choir
41. Sawtooth Windows Classroom
42. Sections + Elevations - Mechanical Screen
43. Sections + Elevations - Mechanical Screen
44. Sections + Elevations - Mechanical Screen
45. Axon - Mechanical Screen
46. Details
47. Details
48. Details
49. Details
50. Details
51. Exterior Signage: Main Entry
52. Exterior Signage: Student Plaza
53. Materials and Colors
54. Tree Protection Plan
55. Site Salvage
56. Site Circulation & Public Space - During School Hours
57. Site Circulation & Public Space - After School Hours
58. Site Circulation & Public Space - Special Events
59. Bicycle and Vehicular Parking
60. Fences & Gates
61. Sports Equipment
62. Bes Easement Encroachment
63. Site Utilities and Screening
64. Welcome Community
65. Enjoy Giant Sequoia Tree
66. Happen Upon A Game
67. Read Under A Tree
68. Relax in Nature
69. Attend A Game
70. Practice Skills
71. Practice Field Elevations
72. Learn & Socialize
73. Learn & Socialize
74. Plaza Paving Diagram
75. Parking Lot Plan
76. Parking Lot Sections
77. Rooftop Planting Plan
78. Plant Schedule
79. Plant Images
80. Plant Images
81. Plant Images
82. Planting Plan - Northwest

83. Planting Plan - Northeast
 84. Planting Plan - Southwest
 85. Planting Plan - Southeast
 86. Landscape Documentation – Site Lighting
 87. Project Summary – Field Lighting
 88. Illumination Summary
 89. Illumination Summary
 90. Illumination Summary
 91. Illumination Summary
 92. Illumination Summary
 93. Illumination Summary
 94. Equipment Layout – Field Lighting
 95. Site Furnishings
 96. Site Details
 97. Site Details
 98. Site Details
 99. Site Details
 100. Site Details
 101. Site Details
 102. Site Buildings: Grandstands
 103. Site Buildings: Ticket Booth, Reader Board & Pylon
 104. Site Buildings: Teen Parent Center
 105. Site Buildings: Teen Parent Center
 106. Site Buildings: Concessions and Restrooms
 107. Utility Site Plan
 108. Bes Easement Exhibit - Utilities
 109. Cut Sheets
 110. Cut Sheets
 111. Cut Sheets
 112. Cut Sheets
 113. Cut Sheets
 114. Cut Sheets
 115. Bird Friendly Standard Diagram
 116. Bird Friendly Standard Diagram
 117. Not used
 118. Adjustments and Modifications: Required Building Line Standard
 119. Adjustments and Modifications: Landscaping and Screening
 120. Adjustments and Modifications: Transit Street Main Entrance
 121. Adjustments and Modifications: Proposed Ecoroof Modification
 122. Adjustments and Modifications: Bicycle Parking Standard
 123. Adjustments and Modifications: Bicycle Parking Standard
 124. Adjustments and Modifications: Bicycle Parking Standard
 125. Adjustments and Modifications: Bicycle Parking Standard
 126. Heritage Tree Protection Plan
 127. Image of Material and Color Samples
- D. Notification information:
1. Request for response
 2. Posting letter sent to applicant
 3. Notice to be posted
 4. Applicant’s statement certifying posting
 5. Mailed notice dated July 11, 2019
 6. Mailing list dated July 11, 2019
 7. Revised Mailed notice dated July 17, 2019
 8. Revised Mailing list dated July 17, 2019
- E. Agency Responses:

1. Bureau of Environmental Services
 2. Bureau of Transportation Engineering and Development Review
 3. Bureau of Parks, Urban Forestry Division
 4. Site Development Review Section of BDS
 5. Plan Review Section of BDS
 6. Revised Bureau of Parks, Urban Forestry Division
- F. Letters
1. 8/1/19 Hearing Testifier Sheet
- G. Other
1. Original LUR Application
 2. Letter of Incomplete dated 3/5/19
 3. Signed Request for an Evidentiary Hearing & Waiver of Right to a Decision within 120 days.
 4. Staff Memo to Design Commission dated 7/25/19
 5. Staff Report and Recommendation to Design Commission dated 7/24/19
 6. Copy of Staff PowerPoint presentation from 8/1/19 hearing



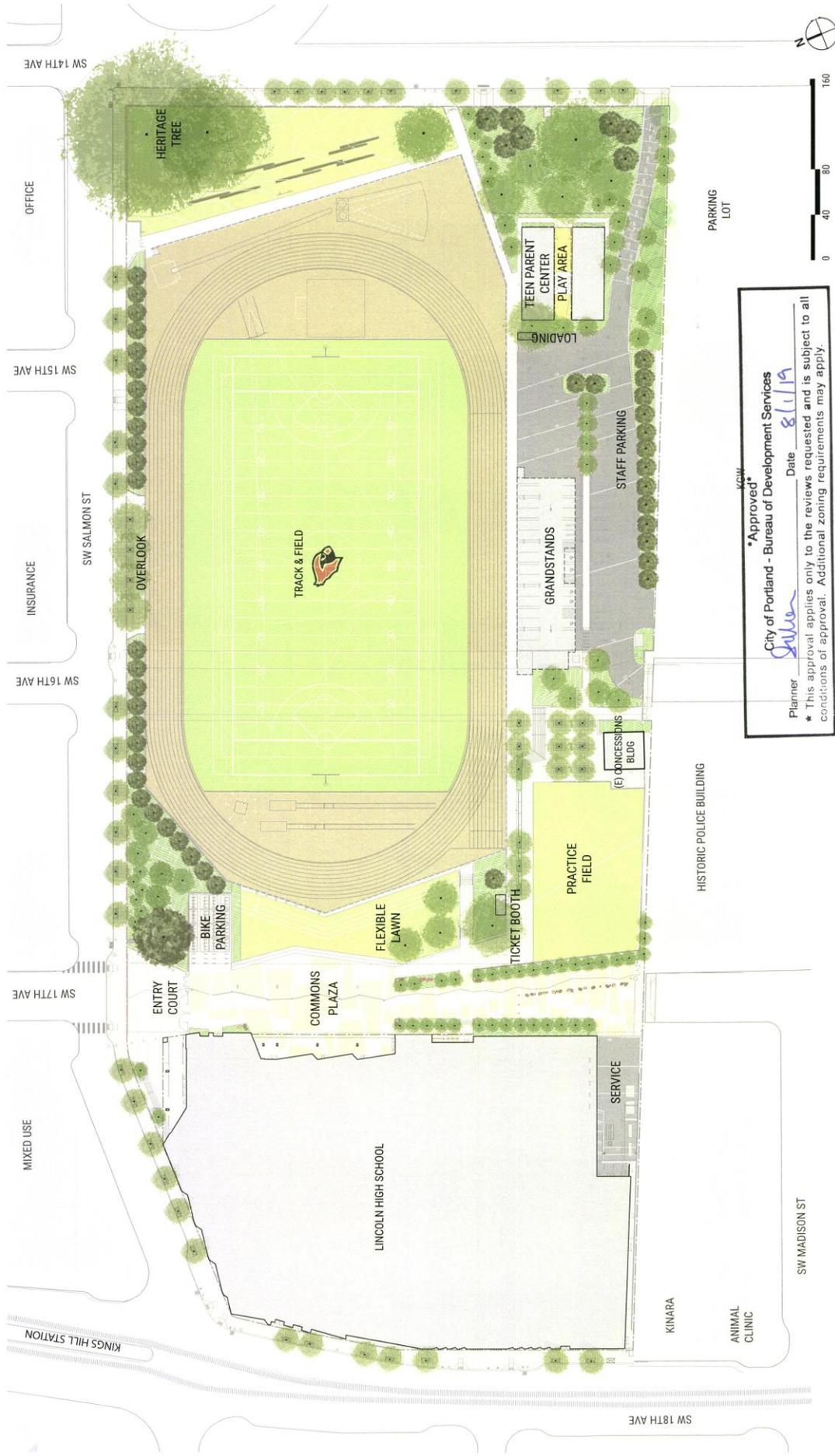
ZONING 
 NORTH

THIS SITE LIES WITHIN THE:
 CENTRAL CITY PLAN DISTRICT
 GOOSE HOLLOW SUBDISTRICT

-  Site
-  Historic Landmark
-  Recreational Trails

File No.	LU 19-119554 DZM
1/4 Section	3028,3128
Scale	1 inch = 200 feet
State ID	1S1E04AB 100
Exhibit	B Feb 14, 2019

SITE PLAN



Approved
 City of Portland - Bureau of Development Services
 Planner Shane Date 8/1/19
 * This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

BORA

Mayer/Reed

Lincoln High School Modernization Land Use Review #LU-19554-DZM

C.1

RENDERED NORTH ELEVATION

NOTE: Percentage Glazing on East facade <30%. Bird Friendly Glazing Standard does not apply

Approved
 City of Portland - Bureau of Development Services
 Planner *Susan* Date *8/1/19*
 * This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



SCALE: 1/32" = 1'-0"

RENDERED WEST ELEVATION

NOTE: Percentage Glazing on East facade <30%. Bird Friendly Glazing Standard does not apply



Approved
 City of Portland - Bureau of Development Services
 Planner SWW Date 8/1/19
 * This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

SCALE: 1/32" = 1'-0"

RENDERED SOUTH ELEVATION

- MECHANICAL UNITS BEYOND PERFORATED METAL BOX RIB MECHANICAL SCREEN
- RIBBED UHPC PANEL
- FIBERGLASS WINDOW
- RECESSED LIGHT GREY UHPC PANEL

CONCRETE COLUMN STUDENT PLAZA

SW 18TH STREET

SW 17TH STREET

Approved
 City of Portland - Bureau of Development Services
 Planner S.W.L. Date 8/1/19
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- RIBBED UHPC PANEL
- METAL BOX RIB MECHANICAL SCREEN
- METAL BOX RIB PANEL

- OVERFLOW DOWNSPOUT
- HOSE BIB
- ELECTRIC METERS
- LOADING OVERFLOW DOWNSPOUT
- EXHAUST FANS
- TRASH ALCOVES

SW 18TH STREET

SW 17TH STREET

SCALE: 1/32" = 1'-0"

RENDERED EAST ELEVATION

NOTE: Percentage Glazing on East facade <30%. Bird Friendly Glazing Standard does not apply

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 City of Portland - Bureau of Development Services
 Planner Bora Date 8/1/19
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